





dered special services. Prince Komatsu, Marquis Yamagata, Marquis Oyama, and Marquis Saigo have been appointed members of the board, and given the title of Generalissimo.

General Kawakami has been appointed Chief of the General Staff Department in place of Prince Komatsu.

This is the first occasion that a military officer not a member of the Imperial Family has been appointed to the last-mentioned office.—Ed. K.C.]

TAIPEH, January 20th.

A contingent under Lieutenant Tsubaki, stationed at Sanjo, has shot down Kuo Tsu-ku, a noted rebel leader.

TOKIO, January 20th.

Mr. Sotokawa (chairman of the Tokio Chamber of Commerce), Mr. Sone (the President of the Mitsui Bussan Kaisha) and other leading merchants of Tokio propose to organize a Foreign Capital Introduction League, to urge an amendment of laws and regulations which prohibit the introduction of foreign capital, and the adoption of new laws and regulations necessary for the purpose.

Mr. A. Levy, the general manager of the Yokohama and Kobe offices of Messrs. Oppenheimer & Co., is said to have secured the support of Japanese officials and business men to a scheme for developing the trade between Japan and America. He leaves for home on the 23rd inst., and yesterday visited the Premier and other Ministers of State to say farewell. His plan is to organize a bank, on the lines suggested by Mr. Sone, the Minister for Justice, after the new Treaties have come into operation; but whether this plan be impracticable, he proposes to invest French capital in Japanese Government and other securities and shares.

TOKIO, January 21st.

A telegram of the 20th inst. from the Hokkaido Government states that the steamer *Kakado* (43 tons) foundered off the coast of Ishikafuchi on the previous day. No loss of life occurred.

OSU, January 21st.

Application has been made to the Shiga Prefectural Government for a charter for the lake Biwa Canal Company, with a capital of 75 million yen. The promoters are Mr. Asami Matzoe and 134 others.

[This is the canal by which it is proposed to connect Osaka and Tsuiga in communication with Lake Biwa.—Ed. K.C.]

TOKYO, January 21st.

A telegram has been received by the Government stating that the Japanese cruiser *Kasagi*, now being built in America, was launched yesterday.

**LOCAL AND GENERAL.**

THE buying rate for sovereigns is \$10.52 per £.

A man having illegally left the service of Mr. A. Sedeston a chair coolie was to-day fined \$5.

A Chinaman returning from banishment a Chinese tenderer of some standing, was to-day criminally tried.

CHINAMAN charged with kidnapping a small boy was to-day sentenced to nine months' imprisonment.

A Chinaman persistently soliciting foot passengers at the wharves. What a chair coolie was to-day fined or ten days.

THE New York Novelty Co. will give their first performance at the Theatre Royal this evening commencing at 9 o'clock.

D-MORROW afternoon on the Happy Valley on the grounds of the H.K. Football Club the Hongkong Colts will play H.M.S. *Victor Emanuel*. Kick-off at 4.30.

CHINAMAN's taste for sweet things led him yesterday to steal a bottle of mixed fruits from a store of Mr. Ruttonjee, D'Agular Street. He will have to put in six weeks of osium picking at the Queen.

RICH theatrical treat is in store for Hongkong about the beginning of next month, when the thorough Comedy Company will come on here from Singapore. The Company's season of night nights at Singapore is timed to commence the 18th February. The repertoire includes:—"The Case of Rebellions Susan," "Sowing the Wind," "A Village Priest," "Lady Leddermere's Fan," "Fedora," "An Ideal Husband," "The Second Mrs. Tanqueray," "The Shop," "The Company will bring its own scenery and appointments and its appearance here will be hailed with pleasure by all who appreciate high class dramatic art.

REUTERS. Benjamin, Kelly & Potts, in their *Weekly Share Report*, dated Hongkong, Tuesday, 31st February, say:—A fair business has been effected during the week without changing rates to any material extent. A small lot of Hongkong and Shanghai Banks have changed hands at 186 per cent premium, and shares are all obtainable. The London quotations is £44 1/2. Natives remain the same. China Fires have been in some demand, and have been sold at £103, £100 and £100, closing with further buyers at £109. Hongkong Fires are steady at £75. Owing to the accident to the *s.s. Powan*, Hongkong, Canton and Macao Steamboats have suffered slight decline and are obtainable at £77 or the final dividend of £1.20 per share paid on the 31st ult. Indo-China have been sold at £56. Douglas Steamship have been sold at £57. China Sugars have been sold at £168 and close steady. Leasors are quiet in shares offering at £43. Perfumery have been sold at £7. Carbonnages have advanced to £20 buyers. New Balmorals have changed hands at £110 and £1.35 for the Ordinary and preference shares respectively. Celebros are required for at \$2. Rubis have improved in value and sales have been effected at £22. Divers B are in the market at \$3. Great Eastern \$24 paid up have been bought at \$3.20. Hongkong and Whampoa Dicks have hardened, and sales have been effected at 256 per cent premium. Other stocks under this heading remain unchanged. Hongkong Land Investment shares have been done at \$71 1/2 and \$72 1/2 the final dividend of \$2 per share paid on the 15th ult. Kowloon Lands are quoted at \$17 1/2 the dividend of \$1 per share paid on the 25th ult. West Potosi are steady at \$20 1/2 per share. Kung Mow Cotton mills have advanced to \$1.106 sales. Green Island Cements are a demand easier and are obtainable at \$34 and \$18 the Old and New respectively. Ropes have been done at \$172 and close in demand. Icebergs have changed hands at \$13. The Dairy Farm company, Limited, has carried forward \$2,575,777 new account. A. S. Watsons have been done at \$110.90.

On Tuesday next the Hongkong Football Club will hold an inter-club match. All members are invited to participate.

INSPECTOR Duncan to-day prosecuted two offenders against the "kerosene oil" ordinance. One was fined \$75 and the other \$35.

DURING the forenoon to-day a sampan capsized in the harbour and the P. & O. Co.'s launch *Zai*, which happened to be in the vicinity, picked up the crew. We have not been able to ascertain any further particulars of the accident.

A MANILA man charged with stabbing a countryman on the 27th ult., was arrested by Chinese police at Kowloon yesterday and charged at the Magistracy to-day. As the victim is still in hospital, the case was remanded for a week on the application of Sergeant Collett.

THE Rose, Shamrock and Thistle burglary cases have been remanded till Wednesday next. The accused says he left the place because he feared a beating from the landlord and says he has no evidence to prove that he was absent from the premises when the burglary took place.

THE Mosso property case was resumed in the Original Jurisdiction of the Supreme Court to-day before His Lordship the Chief Justice (Sir J. W. Carrington). Mr. J. J. Francis, Q.C., for the defendant, began his address and he traversed at length the cases quoted by Mr. Robinson.

We have received the report of the directors of the Shanghai Land Investment Co., Ltd., for presentation at the sixth annual meeting of the shareholders of the Company to be held on 7th inst. The profit on the working account stands at Tls. 187,114.67 as against Tls. 77,695.34 last year. The profit and loss account, after deducting the amount of the interim dividend, paid in July, shows a credit balance of Tls. 219,114.67, which it is proposed to appropriate as follows:—To pay a Final Dividend of 63 per cent on the paid-up Capital (making 11 per cent for the year) Tls. 34,500.00; to transfer to Reserve Fund (making 11 per cent on Tls. 202,000) Tls. 130,000.00 and to carry forward to Next Account Tls. 4,614.67.

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### REVIEWS.

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*Over the Hills.* By Mary Findlater. (London, Methuen & Co. Hongkong, Messrs. Kelly & Walsh, Limited.)—This is an attempted "kailyard" but is a very long yard with very little kail in it. It is the sort of book that makes the conscientious reviewer wish he had no conscience. There are good points in the book, but they have to be sought out amid a lot of wearisome commonplaces. It is a story of a cold, hard existence, in a cold, barren wilderness of a remote and probably never-existent Scotland and every chapter makes one wonder whether the people who live there and wonder at their stupidity in staying there. If Mary Findlater does not like the country, it must simply need a very moderate amount of common-sense to make people escape abroad. There are some little amusing touches, and some of the accidents are full of life and interest; but on the whole, the book is unentwining. In parts it is completely execrable. Perhaps the writer did not know of any somebody was "choked with a piece of meat" after a conventional dinner. The lead-line of the story, "Blame will be put on some poor weary compiler who at last is trying to despair the thankless task of trying to set the dispirited manuscript intelligently. But the compiler cannot be held responsible for the allegation that a lady had a bonnet "fined with the palest blue, that, pale as its wear, was yet bluer than her eyes." If the eyes were less blue than "the palest" they must have been white, or perhaps yellow, or green, or crimson-purple; anyhow not blue. Playing with paradox is a delicate game, easily marred. The story is not remarkable for its originality after a conventional manner. There are several misunderstandings, couplings, there is a scene, where a young man and a young woman are caught by the tide and nearly drowned; there is a secret marriage, and a designing female who determines to become a courtesa, and ultimately succeeds, by most unscrupulous means; there is a noble youth, of poor but proud family, who gets into gallop for forgery of which he is innocent; the battle of Inkerman is lugged in, and an emigrant ship, and the hero and heroine go to America because the old country is no fit place for heroes and heroines; and they "live happily ever after" in a conventional manner. The story is presumably; or perhaps on pork and beans and kidneys. The Marquise of the novel conforms to the rules; this is his portrait:—

"There was something about the shape of the forehead and modelling of the features slightly suggestive of a cast from the antique, but the most remarkable thing about the face was the cold, almost like that on the face of the dead—so that as if expression had never been there, but as if it had been all withdrawn, leaving a mere mask behind it. When he smiled, however, the lines of the face relaxed, and became almost genial."

Palely original, don't it? Then, the poor misguided youth who has his heart ensnared by the designing female spends a whole summer's day with her, sitting on the grass in a lonely dale. The proceedings are not described in detail as Mr. Thomas Hardy would describe and disgust over them, but it is made quite clear that the ardent young couple were not playing golf. And as they left the shady spot, towards evening, the author helps out the dull wit of the reader by mentioning the so-called little birds in the wood. "It was sweet, and now it's done, and it's done." We can't quite imagine what it's done, but we have a dim idea. This is how they were passing the time:—

"She looked up at him, catching her breath, admiring, in spite of herself, the way he looked at her and spoke. She inclined towards him with an involuntarily yielding gesture, and he threw his arm round her and kissed her again and again."

Good old "involuntary yielding gesture!"

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*Captains Courageous*, by Rudyard Kipling. (London, Macmillan & Co. Hongkong, Kelly & Walsh, Limited.) In this book the greatest of the modern world-pirates make a more than a passing of the reader, but the material is of slight importance compared with that of the work put into it. The raw material of this story is next to nothing; simply an account of a boy falling overboard from a big Atlantic liner and being picked up by a fishing schooner off the Newfoundland cod banks, and landed three months later and restored to his sorrowful parents. The schooner has no adventures whatever, out of the ordinary every-day life on such boats. That is surely a very dry sort of skeleton to dress up into a readable book, but how much narrative is there in the heart of Shakespeare's plays? The beauty is in the telling of the story. The boy is at first an innumerable pig, as most pampered sons of millionaires would be, but he grows

comes face to face with the stern reality of hard life, and has them drummed into him thoroughly. The dialogue is delightful; it passes all comprehension how Kipling can so vividly depict every walk of life, from the *Ways of the South*; it looks as if he has spent a lifetime on New England schooners. There has in former books been tales from the hills of India, as nobody else ever could tell them; he wanders through the peatling-grounds of Polynesia, the docks and wharves of Tibbet and Rotherhithe, the plains of Egypt in the days of Arabi, the Sunderland iron trade and the public schools of England, the Bohemian quarter of London and the offices of Her Majesty's Civil Service. And now he takes us on a voyage across the world with the *Campania*, going on to the *Ways of the North*, and ending in the special passage called *Conscience* with a railway bog throwing to the whole American continent into consternation by a few words dictated to a typewriter of the most prosaic Chicago kind. From beginning to end the dialogue and movement of *Capitaine Corcoran* is every bit as fascinating as any of the Mulvaney pictures. And, as in all Kipling's works, there is interwoven in the indescribably rollicking fun a clear, quiet undertone of great earnestness, an ever-present suggestion of the certainty of suffering and death in the midst of life, which reminds that the lips which laugh can also chafe. Here is a pretty picture of a schooner:—

'Harvey reeled, feeling a blade's edge  
'Come to think of it, she's a big kick  
The little schooner was gambolling all around  
her anchor among the silver-slipped waves.  
Backing with a start of affected surprise at the sight of the strained cable, she pounced on it like a kitten, while the spray of her descent bubbled through the bawls-boards with the report of a gun.  
Shaking her head, she would say: "Well, I can't shake Nick on a middle off, hating such a deadly little dramatic trick of her rigging. Oh, I was just going to observe," she would say, gravely as a drunken man addressing a hospital post. The rest of the sentence (she acted her words in dumb-show, of course) was lost in a pair of the fidgets, when she behaved like a puppy chewing a string, a clumsy woman in a pup's saddle, a hen with her head cut off, or a cat stung by a hornet," exactly as the whims of the sea took her. "See-her sayin' her piece, Shes Patrick Henry now," said Dan. "She swears swarthon on a roller, and gesticulated with her ill-boom from starboard." "But—"

"—she give me liberty—give-me-death—Wop!" She sat down in the water, cursing with a flourish of pride in a preservative enough had not the wheel-gear sniggered mockingly in its box. Harvey laughed aloud.

"Why, it's just as if she was alive," he said.

And here is a pretty bit of by-play in the comedy of life:—

"Square-jigger bellowin' for his latitude," said Long Jack. The dripping red headballs of bark glided out of the fog, and the *Ways of the North* rang her bell three times, using sea shorthand, which suggested she backed her topmull, with shrieks and shontings. "Franchise," said Uncle Salters scornfully. "Miguelona!" cried from St. Malo. "The farmer had a weathered sea-eye. "I'm most outer 'baccy, too, Dick. "Same here," said Tom Platt. "Hi! back yous—backen yous! Slendan awayyus, you butened mucho hono!" Where you from—St. Malo, eh?" "Ah, ha! mucho hono! Out of *Clos Poulti—St. Malo!* Si, Pierre et Miguelona!" cried the other crowd, waving swollen caps and laughing. Then all together, "Berd! Berd!" "Bring up the board, Danny. Bents me back a bunch of American fish anywhere, exceptin' the American's fairish backside. Fortin's fish-minister good enough for them!" "Yes, yes! Give us the right, too!" Dan chalked the figures on the board, and they hung it in the main riggling to a chorus of *Mercks* from the main. "Seems kinder unseasonably to let 'em swedge off like this," Salters suggested, feeling in his pockets. "Hey ye leaved. Franchise then sense last trip?" said Dicko. "I don't want no more estone-ballast—hove at 'long of your callin' Miguelona hests 'fool 'long of your callin' you did off the way." "Harmon Ross," he said, "that was the name use here. Plain United States is good enough for me. They all dreadful shorn on terbacker. Young fellow, don't you speak French?" "Oh, yes," said Harvey vaultily, and he bawled: "Hi! Say! *Ardisse vous! Attendez! Nous sommes venant pour tabac.*" "At tabac, tabac?" they cried, and laughed, degrading that bit 'em. Let's leave a dory over, away," said Tom Platt. "I don't exactly hold certificates on French, but I know another line that goes, I guess. Come on, Harvey, and I'll tell you."

And here is comedy with a bitterly ironical glimpse of only too real tragedy behind it:—

"The thing that struck him most was the exceedingly casual way in which some craft talked about the broad Atlantic. Fishing-boats, as Dicko said, were naturally dependent on the courtesy and wisdom of their neighbors; but one expected better things of steamers. That was after another interesting interview, when they had been chased for three miles by a big lumbering old cattle-boat, all boarded over on the upper decks, the main like a thousand catapans. They were scolded off by a small boat, then through a speaking-trumpet, and she lay off helplessly on the water while Dicko ran *Ways of the North* under her lee and gave the skipper a piece of his mind. "Where might ye be—Ye don't deserve to be anywhere. You barnyard rams go hoggin' the road on the high seas with no blame consideration for your neighbors, an' your eyes in your coffee-cups inside in your silly heads."

At this the skipper danced on the bridge as he said something about Dicko's own eyes. Dicko knew that was what he said, and he supposed he can run her blind.

"Wal, I can," Dicko retorted. "What's come to your lead? Eh? Can't ye smell bottom? Or are them cattle too rank?" "What'd I feed 'em?" said Uncle Salters with intense seriousness, for the smell of the pens worried all the farmer in him. "They say they feed off driftal on a rye-grass. Dmme as it's a part of my business, but I've a kind of notion that cat-cake breaks 'em up." "Sprikled—that cat-cake-man in the red jersey?" he looked over the side, and then he said they let His Whiskers out of!" "Young fellow, Salters began, standing up in the fore-rigging, "let me tell you—here we go any further than I've—"

"The officer on the bridge took off his cap with immense politeness. "Excuse me," said 'but I've asked for my reckoning. If it's an agricultural person with the hale will kindly show his head, the sea-green bernacle with the wavy eyes may per-haps condescend to enlighten us. "That officer's been a show of me, Salters said Dicko, dryly. "He said he didn't want that particular sort of tale, and snapped out the latitude and longitude without more lecture."

"Well, that's a best-lead of lunatic, sure," said the skipper, as he rang up the engine-room, and tossed a bundle of sawpuppers to the schooner.

"O! all the blamed fools, next to you, Salters," he said, "his crowd are about the liveliest I've ever seen," said Dicko as the *Ways of the North* sailed away.

"I was just given him my judgment of 'livin'!" round these waters like a lost child, a rambling fellow with your fool farms!" "Cave your deep keep him with your fool farms!"

Here is a sample of good-bye, as seen on the occasion of a rival boat getting adrift from her moorings:—

"Glory, glory, hallelujah! I sang, Dicko. "He the owner, d'ye call, and I sing, walkin'!"

sleep same's she does on "Queverau." Has she been any other boat Diaké would have taken his chances, but now he cut the cable as the *Carrie* thence, with all the North Atlantic to play in, jumped down directly upon the *Werra Here*, under jib and ridges sail, gave her no more room than was absolute necessary.—Diaké did not wish to deprive a wreck-hauling for his cable,—but scuttled up into the rigging and the *Carrie* passed with easy sail, silent and as free from the mercy of a raking broadside of Bank shot.

"Good evening," said Diaké, raising his head and gear, "as 'knew does your garden grow?"

"Go to Ohio on a fire a mile," said Uncle Sam to her. "We don't want no farmers here."

"Will I lend you my dory-anchor?" cried Long Jack.

"Unship your rudder an' stick it in the mud," said Tom Platt.

"Say,—Dan's voice rose shrill and high as he struck the wheel-chock." "Say-ay!" It there strikes in the answer both history; or hey they hired a glib, ye Shachman-sins?"

"Veer out the tiller-lines!" cried Harvey, "an' call 'em to the bottom." That was a salt-thrower, for he had been put up to by Tom Platt, Manu, leaved over the stern and yelled, "Johns Man can play the organ! Ahases!" He flourished his broad thumb with a gesture of unspeakable contempt and derision, while little Penn covered himself with glory by plowing up. "Gea a little fish! Come here. Haw!"

"They rode on their chains for the rest of the night. Above, snappy, uneasy motion, the *Harvey* loomed and would lead the forenoon covering the cable. But the boys spread the trouble as cheap as the price of triumph and glory, and they thought with grief over all the beautiful things that they might have said to the discomfited *Carrie*."

It is not every day we get a peep into the life of a railway being like this:—

The secretary turned to the typewriter, and their eyes met (out of that was born a story—guiding, doubtful of his resources. He signified to her to make up the *Carrie* as a general brigades into action. Then he swept his hair, and smiling-wise through his hair, regarded the ceiling, and set to work, while Miss Kinzey while fingers called up the Continent of America.

"E. H. Wade, Los Angeles.—The "Constance" is at Los Angeles, isn't she, Miss Kinzey?"

"Yep. Miss Kinzey nodded between click and as the secretary looked at his watch.

"Ready? Send "Constance" private case here, and arrange for special to leave her Sunday in time to connect with New York Limited at Sixteenth Street, Chicago, Tuesday next."

Click—click—click! "Couldn't you better that?"

"Not on these grades. That gives me six hours from here to Chicago. They won't call anything by taking a special east of that. Ready? Also arrange with Lake Shore and Michigan Southern to take "Constance" on New York Central and Hudson River Buffalo to Albany and B. and A. the same Albany to Boston. Indispensable I should reach Boston Wednesday evening. Be sure nothing prevents. Keep all wires cracked, Towsley, and Barnes. Sign."

Ten minutes later Chicago appealed to Miss Kinzey in these words: *If crime of century maturing plate worn friends to time. We are all getting to cover here.*

This was clipped by a message from Topsy (and wherein Topsy was concerned even Miss C. could not guess): "Don't shoot, Colonel. We'll come down."

Cheney smiled grimly at the consternation of his comrades when the telegrams were laid before him. "Don't let me see the war-path!" Tell 'em we don't feel like fighting just now. Edithson. Tell 'em what we're going for. I guess you and Miss Kinzey had better come along, though it isn't likely I shall do any business on the road. Tell 'em the trail—fo' once."

We have received the first number of the *Literary Times*, a penny weekly published by Wright & Co., Manchester. It describes itself as devoted to literature, science, art, and drama, and aims at supplying "a want that has been long acknowledged in literary circles"—paper at a low price, containing carefully written reviews of current literature as a convenient guide in the selection of works." It also lays itself out specially for the encouragement of beginners, and a column each week is to be devoted to criticisms of rejected MSS. Substantial prizes are offered for *best* and *beginners* to literature. Judging by the first number, judgment which should be lenient, as a new venture is necessarily not at its best on first appearance) the critical writings are excellent but the amateur writings constitute a condemnation of the idea of putting a premium on amateur scribbling. There are only too many people who fancy they were born to write; it would be more humane to bribe and otherwise encourage them to do something else, or serve a course of training before they write.

We have to acknowledge receipt of two musical compositions "made in Hongkong" and published by Messrs. W. Robinson & Co. At least, the composers are Hongkong residents though the printing of the music is done in Germany; and one of the pieces contains poetry which seems as if it had been "made in Germany" and badly made at that. It is a song written and composed by N. Ruchwaldt and entitled "Fair Lily in the Grass of Cathay" and is dedicated by special permission to H.E. Sir William R. Rose, K.C.M.G.'s a personage who has ceased to exist; Mr. Ruchwaldt and his printers and publishers ought to know the difference between K.C.M.G. and G.C.M.G. The poetry is worthy of its patron; it is wistfully wistful doggerel of the doggerel kind, with a noli, no force, no life, no metre, no rhyme, no reason, no anything in it. And the music is little better; it never rises above a trivial flourish. The best features of the thing are the pictures on the covers; they are at any rate amusing. So is the inscription "Chorus Ad Lib."

The other piece is Mr. A. G. Ward's "Pearl of the East," which, dedicated to Miss M. Victoria May, who perhaps is the lady depicted on the cover, though more probably not. The wail is, of course, as may be expected from a homo-glyphicist of Mr. Ward's standing, quite correct in technique, though it exhibits almost all the way through a trace of an organist's hand, is enlivened notes especially. These are details which do not detract from the beauties of the work, which has a catching air and is so to become very popular. To our ear, the first and second movements are the most taking. I would probably be best in orchestra setting.

**ROYAL HONGKONG GOLF CLUB.**

In the Cup competitions for January at members have been taken. The returns handed in are as follows:—

Mr. G. Millward.....	93	15	78
Mr. E. F. Mackay.....	100	20	80
Mr. G. Stewart.....	87	3	84
Mr. A. J. McClure.....	103	16	87
Mr. C. W. May.....	92	4	88
Mr. E. A. Ram.....	97	9	88
Mr. P. de C. Morris.....	102	13	88







## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU..... W. Balabridge	MARSEILLES, LONDON, NEW CASTLE, and ANTWERP, via SINGAPORE (Transhipping Cargo for JAPA PORTS), PENANG, COLOMBO, and PORT SAID.	THURSDAY, 3rd February, at 4 P.M.
KAGOSHIMA MARU..... J. W. Ekstrand	SEATTLE, WASH., via KOBE and YOKOHAMA	WEDNESDAY, 9th February, at 4 P.M.
IZUMI MARU..... R. Nussens	KOBE and YOKOHAMA	THURSDAY, 17th February, at 4 P.M.
SAGAMI MARU..... T. Muri	SHANGHAI, JINSEN, SHIMO- NOSEKI and KOBE	FRIDAY, 18th February, at 4 P.M.
TOKIO MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKO- HAMA	MONDAY, 21st February, at 4 P.M.
HIROSHIMA MARU..... N. Ohno	BOMBAY, via SINGAPORE (Tranship- ping Cargo for JAPA PORTS), and COLOMBO.	TUESDAY, 22nd February, at Noon.
OMI MARU..... C. Young	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	FRIDAY, 15th February, at 4 P.M.

For further information as to Freight, Passage, Sailings &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 2nd February, 1898

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## THE WORLD RENOWNED

FRENCH CORSETS  
C. P. A LA SIRENE

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Beware of Spurious Imitations  
Only genuine if Labelled and Stamped

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Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

## Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

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OR  
PERUVIAN BARK AND IRON.Over 300 Medical Certificates testifying its  
great STRENGTH-GIVING PROPERTIES and at the  
same time being of an

EXQUISITE TASTE

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Hongkong, 1st September, 1896.THE CHINA MUTUAL STEAM NAVI-  
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FOR LONDON, VIA STRAITS AND  
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RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY"  
Captain D. Davies, will be despatched as  
above on or about the 12th February.To be followed by the Steamship  
"MING-HOW."  
For Freight, &c., apply to  
HOLLADAY, WISE & Co.,  
Agents.  
Hongkong, 31st January, 1898.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW, AMOY AND TAIWANFOO.  
THE Company's Chartered Steamship"NANYANG,"  
Captain Lehmann, will be despatched for the  
above Ports TO-MORROW, the 3rd Instant,  
at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAFFRAIK & Co.,  
General Managers.  
Hongkong, 2nd February, 1898.FOR SINGAPORE, PENANG AND  
CALCUTTA.THE Steamship  
"CATHERINE APCAR,"  
Captain E. Foy, will be despatched for the  
above Ports TO-MORROW, the 3rd February,  
at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 28th January, 1898.DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship"THALES,"  
Captain Hall, will be despatched for the  
above Ports on FRIDAY, the 4th Instant,  
at Daylight.  
For Freight or Passage apply to  
DOUGLAS LAFFRAIK & Co.,  
General Managers.  
Hongkong, 1st February, 1898.THE CHINA AND MANILA STEAMSHIP  
COMPANY, LIMITED.FOR MANILA (DIRECT).  
THE Company's Steamship"ESMERALDA,"  
Captain Taylor, will be despatched for the  
above Port on FRIDAY, the 4th Instant,  
at Noon.  
This Steamer has Superior Accommodation  
for Passengers and is fitted with the Electric  
Light.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 1st February, 1898.

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA (DIRECT).  
THE Company's Steamship"CARMARTHENSHIRE,"  
Captain Shocock, will be despatched for the  
above Port on or about the 4th February.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 27th January, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship"HECTOR,"  
Captain Barr, will be despatched as above on  
SATURDAY, the 5th Instant, at Noon.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st February, 1898.EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND  
PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"  
Captain Helms, will be despatched for the  
above Ports on TUESDAY, the 8th February,  
at 10 A.M.This well-known Steamer is specially fitted for  
Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.This Steamer is installed throughout with the  
Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—Return Tickets issued by this Company  
to and from AUSTRALIA are available for return  
by the Steamers of the CHINA NAVIGATION  
COMPANY and vice versa.For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 31st January, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
STRAITS, CEYLON, MEDITERRANEAN  
PORTS, ANTWERP, BREMEN AND  
HAMBURG.

THE Company's Extra Steamship

"DARMSTADT"  
will be despatched as above on or about the  
15th of February, 1898.To be followed by the  
"CREFFELD"  
on or about the 15th of March, 1898.For Freight or Passage, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 28th December, 1897.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LYDERHORN,"  
will be despatched as above on or about the 15th  
February.To be followed by the  
S.S. "ORWELL" on or about the 28th  
February.For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 13th January, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAEZE,"  
Captain Bailey will be despatched as above on  
or about the 28th February.S.S. "FATHAN" ..... about 20th March.  
S.S. "LENNOX" ..... 10th April.  
S.S. "BENEGIA" ..... 30th April.For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 1st February, 1898.

## Mails.

## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for BATAVIA,  
PERIAN GULF, CONTINENTAL AND  
AMERICAN PORTS).

THE Steamship

"GANGES,"  
Captain T. F. Creery carrying Her Majesty's  
Mails, will be despatched from this for  
BOMBAY, &c., on SATURDAY, the 19th  
February, at 11 A.M., taking Passengers and Cargo  
for the above Ports.Silk and Valuable, all Cargo for France and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 27th January, 1898.NORTHERN PACIFIC  
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.PROPOSED SAILINGS FROM  
HONGKONG.FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.Victoria | 3,167 | J. Truebridge ... | Feb. 25.  
Olympia | 1,591 | T. H. Dobson ... | Mar. 15.  
Columbia | 2,605 | A. G. W. ... | April 5.  
Tacoma ... | 2,549 | A. Dixon ... | April 26.

ALSO

FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION  
COMPANY.Bramar | 3,604 | E. Porter ... | Mar. 8.  
Mogul ... | 3,551 | W. H. Wright ... | Mar. 29.  
Argyll ... | 2,907 | W. Ward ... | May 3.The attention of Passengers is directed to  
the very cheap rates offered by this Line,  
HONGKONG TO LONDON £47.Excellent accommodation. First-class Table.  
Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling in second class on the  
American Continent. Magnificent Scenery of  
the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.Through Bills of Lading issued to Pacific  
Coast Ports, and to Canadian and United  
States Ports.Consular Invoices of Goods for United States  
Ports should be in quadruplicate, and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Portland,  
Or. (whichever may be the destination of the  
Steamer).Parcels must be sent to our Office (with address  
marked in full) by 5 P.M., on the day previous to  
sailing.For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 2nd February, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

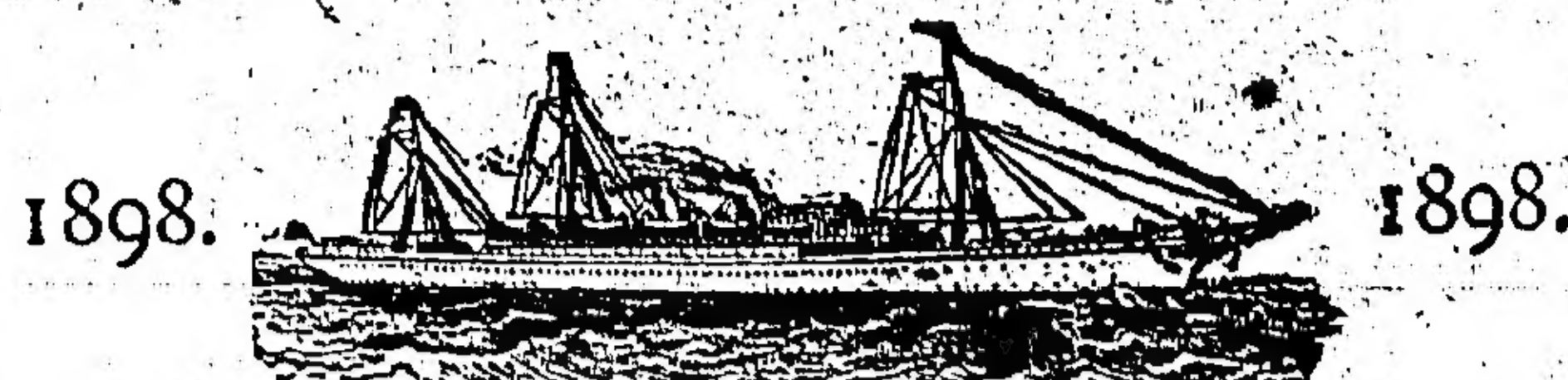
STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG.

BLACK SEA AND BALTIC PORTS:

ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen ..... | Tuesday | 1st March.  
Bayern ..... | Wednesday | 30th March.  
Prinz Heinrich ..... | Wednesday | 27th April.  
Franken ..... | Wednesday | 22nd May.  
Sachsen ..... | Wednesday | 22nd June.  
Bayern ..... | Wednesday | 20th July.  
Prinz Heinrich ..... | Wednesday | 17th Aug.  
Darmstadt ..... | Wednesday | 14th Sept.  
Franken ..... | Wednesday | 12th Oct.  
Sachsen ..... | Wednesday | 9th Nov.  
Bayern ..... | Wednesday | 7th Dec.  
Prinz Heinrich ..... | Wednesday | 4th Jan. '99.ON TUESDAY, the 1st day of March,  
1898, at 9 A.M., the Company's Steamship  
"SACHSEN," Captain E. L. Supper, will  
leave this Port as above, calling at NAPLES  
and GENOA.Shipping Orders will be granted till NOON on  
SATURDAY, the 26th Instant. Cargo and Specie  
will be received on board until 5 P.M. on Monday  
the 28th Instant, and Parcels will be received at  
the Agency's Office until NOON on Monday, the  
28th Inst. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
£2.50 and Parcels should not exceed Two Feet  
Cubic in Measurement.The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.  
Linen can be washed on board.For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 2nd February, 1898.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 16th Feb., 1898.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th Mar., 1898.

EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R...WEDNESDAY, 6th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA  
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection  
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN  
PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE  
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,  
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the  
Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS  
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Paddy's Street, 13

Hongkong, 19th January, 1898.

OCCIDENTAL & ORIEN-  
TAL STEAMSHIP  
COMPANY.TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Amoy,  
Shanghai, Nagasaki,  
Kobe, Inland Sea and  
Yokohama)..... Thursday, 3rd Feb.,  
at Noon.Belge (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu)..... Thursday, 22nd Feb.,  
at Noon.Coptic (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu)..... Saturday, 12th March,  
at Noon.

THE Company's Steamship

"DORIC"  
will be despatched for SAN FRANCISCO, via  
AMOY, SHANGHAI, NAGASAKI, KOBE,  
INLAND SEA and YOKOHAMA on THURS-  
DAY, the 3rd February, at Noon.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu  
and passengers are allowed to break their  
journey at any point en route.Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco (including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and  
RIO GRANDE, and NORTHERN PACIFIC RAIL-  
WAYS), also the CANADIAN PACIFIC RAIL-  
WAY on payment of £4 in addition to the  
regular tariff rate.Particulars of the various routes can be  
had on application.Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officers in the service of China and Japan, and  
to Government officials and their families.Passengers who have paid full fare, re-embar-  
king at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This discount does not  
apply to through fares for China and Japan  
to Europe.All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.Consular Invoices to accompany Cargo de-  
stined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.S. VAN BUREN, Agent.  
Hongkong, 1st February, 1898.F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.PRAYA CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND BRAND.  
HARTMANN'S GREY PAINT.  
DANIEL'S PATENT MOTOR LAUNCHES  
&c. &c.Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
R.E.O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIPS STORES AND REQUISITES—  
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1894.

CHS. J. GAUFF & CO.,  
CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER-  
SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for London, Anderson's Watches,  
and the highest quality of every kind of  
celebrated OPERA GLASSES,  
MARINE GLASSES, and SPECTACLES.  
Nos. 44 & 45, Queen's Road Central.Printed and Published by—CHERRY  
DUNCAN at No. 6, Paddy's Hill, in the  
Temple of Whangpoo.